

OKC-1023

Copy 7 of 9

27 October 1960

MEMORANDUM FOR: Chief, Operations Branch  
Chief, Administrative Branch

SUBJECT : OKCART Pilot Procurement

REFERENCE : OKC-0807 dated 15 August 1960

1. In reference, a copy of which is attached, the requirement for a comprehensive plan for secure handling of OKCART pilots is referred to the undersigned. Upon considering this topic, it is immediately evident that such a plan must incorporate the experience and thinking of all interested components.

2. Present knowledge permits us to separate the period of Agency association with the pilot into phases.

- a. Initial Screening:
  - Physiological assessment
  - Professional assessment
  - Security - RI
- b. Interviews:
  - Determine suitability and willingness
  - Polygraph
  - Psychological assessment
  - Security Briefings
- c. Assignment (Under relationship to be determined)
- d. Physiological and other training under Gen. Flickenger
- e. Operational training
- f. Operational utilization
- g. Termination of association

DOCUMENT NO. \_\_\_\_\_  
NO CHANGE IN CLASS. ☒  
☐ DECLASSIFIED  
CLASS. CHANGED TO: TS S G  
NEXT REVIEW DATE: 2012  
AUTH: HR 70-2  
DATE: 11/2/82 REVIEWER: 064540

SECRET

Approximately two months are required for phases a through c and five months for phase d, for a total of seven months lead time before the training phase commences.

3. With this projected schedule in mind, consideration must now be given to certain basic questions, the answers to which will then become planning factors upon which a comprehensive outline might be based.

- a. What are the potential source (s) for qualified candidates?
- b. How many pilots will be required to support OXCART and [REDACTED]
- c. Once selected, what should the formal relationship be, i.e., contractual, detailee (if military), etc?
- d. Depending upon the source (s) used, what shall the pilot's emoluments be?
- e. Should military pilots used be separated from their service and, if so, at what point in the above schedule?
- f. What means can be employed to insulate pilots from sensitive information not pertinent to their assignment?
- g. In what manner might pilots' and their families' exposure to Project personnel be minimized?
- h. What shall the pilot's tour of duty be?
- i. How might the pilots publicly account for their participation (cover story)?

4. The above are questions which now occur to the undersigned. In keeping with the recommendation in paragraph 4 of reference, it is requested that appropriate supervisors identify a representative to consider these and other pertinent questions. Further, it is proposed that within the next several weeks these representatives meet as a group and be prepared to present positions and recommendations attendant to these questions. It is suggested that the designated representatives familiarize themselves with Operations Policy Letters Nos. 6 and 12.

Signed [REDACTED]

Attachment:

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